

# AUTO LASTS LONGER IN CLEANER GARAGE

Paige Service Man Gives Hints to Owners.

"No prospective owner hesitates to ask about the proper way to take care of his car," says the superintendent of Paige service. "But he frequently overlooks the matter of providing himself with the facilities to make such care easy. If a man looks after his car himself, he should see to it that his home garage is a place of order and tidiness. A clean, well-ordered, well-equipped garage means longer life for the car.

"Owners frequently allow their cars to get into bad condition because the garage has been allowed to run down to such an extent that, to find any given article, a dozen and one other things have to be turned over or upside down, ending very often in a vain search and ruffled temper.

"There should be a few shelves around the garage on which to place oil and grease tins, boxes for dusts, cotton waste, and the many other accessories which accumulate so quickly. All boxes should have a label outside giving details of their contents.

"Several pieces of wood across the garage near the roof, or across one corner, will do to store away old outer covers and tubes until there are at a sufficient number to send away.

"A work bench on which a vice can be fixed is invaluable if there is room for it.

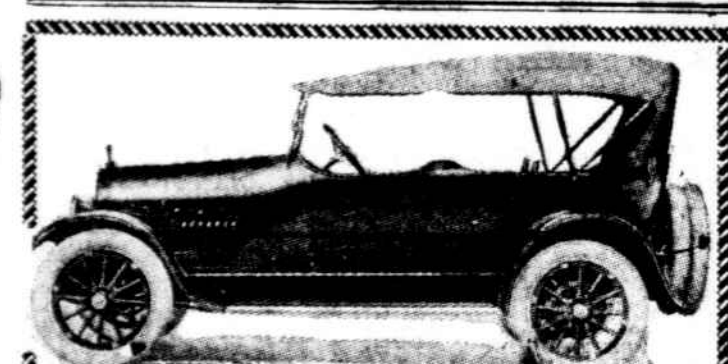
"One of the most useful things in a garage is a tool rack. This is easily made and consists of a fairly thick board large enough to hold all the tools which are kept in the garage for general repairs as apart from those that are carried in the car.

"Now, paint an outline of each implement on the board so that when a number of tools are removed at the same time you will be able to see at a glance exactly where they go when you wish to replace them.

"Another useful article is a chest of drawers in which to keep such things as washcloths, towels, and nuts. A convenient place for it is on a shelf, not too high up. Any carpenter would make one for a small sum, but during the long evenings it is quite a pleasant occupation to make it yourself, particularly as it does not require many tools or an expert carpenter to carry out the job in a satisfactory manner."

## AUTOMOBILE LICENSES.

5084-Joe W. Harris, 35 Md. ave. ne.; Buick, 1917.  
5085-Glen M. Barker, 40 N. Y. ave. ne.; Ford, 1917.  
5086-Roy T. Fowler, 231 4th st. ne.; Buick, 1917.  
5087-Tully Capps, 132 Perry st. ne.; Overland, 1917.  
5088-C. M. Hesser, Baltimore, Md.; Ford, 1917.  
5089-Tracy H. Lewis, Burlington Apts.; Overland, 1917.  
5090-L. H. Gasser, War College; Oakland, 1917.  
5091-R. K. Collins, Baltimore, Md.; Ford, 1917.  
5092-D. McWhorter, Elmira, N. Y.; Dodge, 1917.  
5093-Jno. W. Cranford, Jr., 1846 U st. ne.; Chevrolet, 1917.  
5094-A. M. Curtis, 130 13th st. ne.; Paige, 1917.  
5095-F. M. Edwards, 201 D st. ne.; Chevrolet, 1917.  
5096-E. McFarland, Chevy Chase, Md.; Ford, 1917.  
5097-Owen Reed, 510 D st. ne.; Ford, 1917.  
5098-Richard Bolton, Croome, Md.; Ford, 1917.  
5099-Jas. A. Baines, 314 3rd st. ne.; Oldsmobile, 1917.  
5100-New Taxi Service Co., 1140 21st st. ne.; Ford, 1917.  
5101-Rupert House, 1214 F st. ne.; Ford, 1917.  
5102-Charles Just, Toledo, Md.; Ford, 1917.  
5103-J. M. Jones, 164 Park rd.; White Knight, 1917.  
5104-Frank Surface, Orono, Me.; Oakland, 1917.  
5105-J. B. Ross, 1736 M st. ne.; Maxwell, 1917.  
5106-Carroll & Gibson, 224 13th st.; Cole, 1917.  
5107-Lucy K. Gieger, Seat Pleasant, Md.; Chevrolet, 1917.  
5108-J. J. Ball, 612 14th st. ne.; Ford, 1917.  
5109-Walter L. Stebbins, 128 Krantz st. ne.; Ford, 1917.  
5110-A. Smith, Pictetawar, Md.; Ford, 1917.  
5111-W. J. Manley, 719 13th st. ne.; Dodge, 1917.  
5112-Repeated later.  
5113-R. W. Jones, Baltimore, Md.; Ford, 1917.  
5114-J. A. F. Randall, 162 G st. ne.; Chandler, 1917.  
5115-W. G. Betts, 156 9th st. ne.; Maxwell, 1917.  
5116-Louis Niles, 814 E st. ne.; Ford, 1917.  
5117-H. B. Douglas, 213 K st. ne.; Westcott, 1917.  
5118-W. S. Sutton, Hyattsville, Md.; Ford, 1917.  
5119-Louis Bush, 304 2nd st. ne.; Westcott, 1917.  
5120-Arthur B. Gatten, 149 G st. ne.; Warner, 1917.  
5121-Signal Corps, U. S. A., Washington, D. C.; Hudson, 1917.  
5122-Signal Corps, U. S. A., Washington, D. C.; Hudson, 1917.  
5123-T. F. Harter, 1821 Irving st.; Buick, 1917.  
5124-D. H. Henning, 534 Greenham pl.; Chevrolet, 1917.  
5125-Jno. M. Fischer, 1519 5th st. ne.; Winston, 1917.



THE record of the Westcott Motor Cars is unique. For the past eight years 70% of these cars have been purchased by persons who had previously owned motor cars and who presumably knew motor car values. Even more significant is the fact that recent years have found an increasing and important proportion of Westcott cars going to owners of Westcotts earlier and, for the most part, less costly models—for the Westcott is one of the very few American cars that have advanced in price year by year.

This extraordinary record indicates a general recognition of basic qualities, the value of which lies not so much on the polished surface—which may be made to cover a multitude of engineering sins—but in the chassis and the general excellence of the car as a whole.

**DETAILED SPECIFICATIONS:**  
Frame—Pressed steel heavy "U" section. Material 3-16 inches.  
Springs, front—Semi-elliptic, 17x17 inches. Six leaves, each leaf of Chrome Vanadium Steel.  
Springs, rear—Semi-elliptic, 16x2 1/4 inches. Eight leaves, each leaf of Chrome Vanadium Steel.  
Front Axle—I-beam drop-forged Timken, all bearings Timken.  
Rear Axle—Timken with spiral bevel gear and Timken.  
Oil Cups—Used exclusively on all parts of car.  
Wheels—Wood. Firestone quick demountable rims. Wire wheels \$100.00 extra.  
Tires—35x4 1/2 overalls. Non-skid Rear; Ribbed Front.  
Wheel Base—125 inches.  
Motor—Continental 6-cylinder enbloc.  
Bore and Stroke—3 1/2x5 1/2 inches.  
Suspension—3-Point.  
Cooling—Centrifugal pump and fan with Thermostatic regulation.  
Radiation—Fenders Cellular.  
Ignition—Delco, with automatic spark advance manually controlled.  
Carburetor—Improved Rayfield, bolted direct to cylinder block without manifold.  
Lubrication—Constant level combination force feed and splash.  
Clutch—Dry plate multiple disc.  
Transmission—3 speeds forward and 1 reverse. Sliding gear, selective type, gears nickel steel. Roller bearings on main shaft.  
Drive—Tubular shaft with torque arm and two Spicer universal joints.  
Brakes, service—Timken external contracting.  
Brakes, emergency—Timken internal expanding.  
Steering—Gear—Gummier semi-irreversible worm and wheel.  
Control—Left-hand drive, center control.  
Starter—Delco with Bendix pinion drive.  
Electric Lighting—Delco generator.  
Standard Equip—Royal Blue or Dust-proof Gray. Special finishes with slight extra charge.  
Tank Capacity—Gall. 17 gallons; oil, 1 1/2 gallons.  
Storage Battery—Willard, 12-volt, 40 amp. hour.  
Gasoline System—Stewart Vacuum, latest size.  
**E. J. QUINN MOTOR CAR CO.,**  
1114 Fourteenth Street, N. W.

5126-Robert La Porte, 1346 14th st. ne.; Franklin, 1917.  
5127-P. Bickler, 1113 E st. ne.; Ford, 1917.  
5128-Water Department, District Building, 1013 Washington Business Civil Service, 1147 N. Y. ave.; Ford, 1917.  
5129-Edna H. Ray, 1207 California st.; Dodge, 1917.  
5130-J. Burnett Middle, 1909 N. Cap. st.; Ford, 1917.  
5131-J. L. Macdonald, 1301 Mass. ave.; Marmon, 1917.  
5132-Kara Gould, 1712 P st. ne.; Auburn, 1917.  
5133-George P. Harrell, 416 5th st. ne.; Cadillac, 1917.  
5134-LeRoy Road, Colorado Bldg.; Buick, 1917.  
5135-Chas. J. Lewis, Baltimore, Md.; Ford, 1917.  
5136-Wm. Ficke, Baltimore, Md.; Gilde, 1917.  
5137-W. W. Townsend, Davidsonville, Md.; Ford, 1917.  
5138-Francis F. Knecht, Balchrope, Md.; Ford, 1917.  
5139-Beal Woolford, Roland Park, Md.; Maxwell, 1917.  
5140-G. W. Scully, 406 A st. ne.; Overland, 1917.  
5141-J. D. Thompson Co., 311 Pa. ave.; Martindale, 1917.  
5142-Ed. M. Mitchell, Metropolitan Club; Cadillac, 1917.  
5143-Louis Bowers, Mt. Rainier, Md.; Buick, 1917.  
5144-J. R. O. Delaney, 207 Q st. ne.; N. A. L., 1917.  
5145-H. C. Carlsle, 124 14th st. ne.; Buick, 1917.  
5146-J. Clark Middleton, Bethesda, Md.; Ford, 1917.  
5147-Alfred Clark, Riverdale, Md.; Dodge, 1917.  
5148-Golden & Co., 906 La. ave. ne.; Hudson, 1917.  
5149-John Schaeffer, 311 Kearney st. ne.; Ford, 1917.  
5150-Mrs. Carol H. Carson, 1913 3rd st. ne.; Buick, 1917.  
5151-E. B. Lawless, 310 Randolph st. ne.; Auburn, 1917.  
5152-Jas. C. Ludlum, Roland Park, Md.; Ford, 1917.  
5153-Mary F. Harper, 802 Wia. ave.; S. Booth, 1917.  
5154-National Furniture Co., 610 H st. ne.; Hudson, 1917.  
5155-Levi House, Potomac, Md.; Ford, 1917.  
5156-Jno. A. Boyer, Jr., Riverdale, Md.; Reo, 1917.  
5157-Maurice Shannon, Baltimore, Md.; Chevrolet, 1917.  
5158-Herbert Baruch, 317 13th st. ne.; Ford, 1917.  
5159-Enoch S. Creamer, Potomac, Md.; Ford, 1917.  
5160-Mar Rubin, 120 7th st. ne.; Ford, 1917.  
5161-Emma E. Regan, 320 H st. ne.; Maxwell, 1917.  
5162-Wm. Krug Sons, 150 14th st. ne.; Auto-car, 1917.  
5163-Harry G. Young, 134 S st. ne.; Pullman, 1917.  
5164-Henry Dawson, Rockville, Md.; Buick, 1917.  
5165-G. Richardson, 91 13th st.; Hudson, 1917.  
5166-Wood & Hanson, 304 N. C. ave. ne.; Kelly, 1917.  
5167-Robert L. Hall, Marlboro, Md.; Hudson, 1917.  
5168-Joseph Janghaus, 1619 Gates st. ne.; Pullman, 1917.  
5169-E. Morcock, 33 Q st. ne.; Overland, 1917.  
5170-Theodore Rees, 1212 B st. ne.; Overland, 1917.  
5171-Jas. C. Dalton, Frederick, Md.; Cadillac, 1917.  
5172-Jas. B. Dillard, 230 Cathedral ave.; Dodge, 1917.  
5173-Francis Larkin, The Northumberland; Hudson, 1917.  
5174-Edward Keane, 1736 Kilbourne pl.; Hudson, 1917.  
5175-Russell Embury, Washington, D. C.; Hudson, 1917.  
5176-B. C. Downey, 215 N. Cap. st.; Mitchell, 1917.  
5177-Jno. C. Copenhaver, 1307 Calvert st.; Chevrolet, 1917.  
5178-W. M. Cuff, 1301 T st.; Ford, 1917.  
5179-W. L. Beecher, Baltimore, Md.; Ford, 1917.  
5180-Mrs. Lillie Twel, 303 A st. ne.; Saxon, 1917.  
5181-C. L. Weeks, 1303 Mass. ave. ne.; Ford, 1917.  
5182-D. N. Shearer, 304 Dent pl. ne.; Reo, 1917.  
5183-Jas. L. Pula, 1202 Concord st. ne.; Auburn, 1917.  
5184-Mrs. C. R. Brooks, 1901 1st st. ne.; Ford, 1917.  
5185-M. Borden, 2008 Tracy pl.; Saxon, 1917.  
5186-Queen Laddish, 1408 N. H. ave.; Overland, 1917.  
5187-Fredrick Binger, Upper Marlboro, Md.; Ford, 1917.  
5188-Har E. Knight, Leonardtown, Md.; Overland, 1917.  
5189-A. S. Dorsey, 1404 Mass. ave.; Reo, 1917.  
5190-Wm. B. Wheeler, Army & Navy Club; Hudson, 1917.  
5191-W. L. F. Abrams, 1207 Conn. ave.; Hudson, 1917.  
5192-M. Goldstein, 1115 7th st.; Chevrolet, 1917.  
5193-Wm. A. Coombs, 418 5th st.; Chalmers, 1917.  
5194-Dr. B. T. Rahl, Cumberland, Md.; Buick, 1917.  
5195-A. H. Dwyer, Mt. Rainier, Md.; Grant, 1917.  
5196-Rosa H. Millett, Baltimore, Md.; Studebaker, 1917.  
5197-Stead, A. Jackson, Baltimore, Md.; Ford, 1917.  
5198-Michael Siegel, Baltimore; Buick, 1917.  
5199-O. T. Williams, Baltimore; Paige, 1917.  
5200-Paul Reart, Baltimore; Buick, 1917.  
5201-C. E. Storer, Phoenix, Md.; Ford, 1917.  
5202-Wm. H. Gideon, Baltimore, Md.; Ford, 1917.  
5203-D. O. Griffin, Frederick, Md.; Ford, 1917.  
5204-H. Grunfelder, Baltimore; Cadillac, 1917.  
5205-E. F. Fraser, Baltimore; Cadillac, 1917.  
5206-Levi Gottschalk, Baltimore; Packard, 1917.  
5207-C. C. Wright, Baltimore; Cadillac, 1917.  
5208-W. Howard Hamilton, Baltimore; Peerless, 1917.  
5209-Chas. P. Berg, 134 Fla. ave. ne.; Stearns, 1917.  
5210-Jas. H. Clapp, 1309 10th st.; Packard, 1917.  
5211-Chas. Duggan, 2113 Ont. rd.; Ford, 1917.  
5212-Den. D. Ward, 122 Beutwood rd. ne.; Ford, 1917.  
5213-Theo. Oettinger, 313 L st. ne.; Dodge, 1917.  
5214-C. L. Swader, 400 12th st. ne.; Ford, 1917.  
5215-Frank Pileon, Baltimore; Buick, 1917.  
5216-Jno. Snyder, Georgetown College; DeLuxe, 1917.

# Premier

The Aluminum Six  
with  
Magnetic Gear Shift  
**\$1985**

You name your own test and let us subject Premier to that test---no matter how many other cars have failed at it

NAME some test that no car of your acquaintance can meet—aside from the most excessive speed—and then let us subject Premier to that test.

Premier is the most rapidly selling new car in America today because it makes the most beautiful demonstration. It is so scientifically engineered that it actually performs feats impossible for the average car—and a few of Premier's performances are beyond the reach of any car built.

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And—it is by far the most tractable car in traffic.

No car rides any easier regardless of wheel-base, weight or price.

No car steers more easily.

And no car of its size can turn as short.

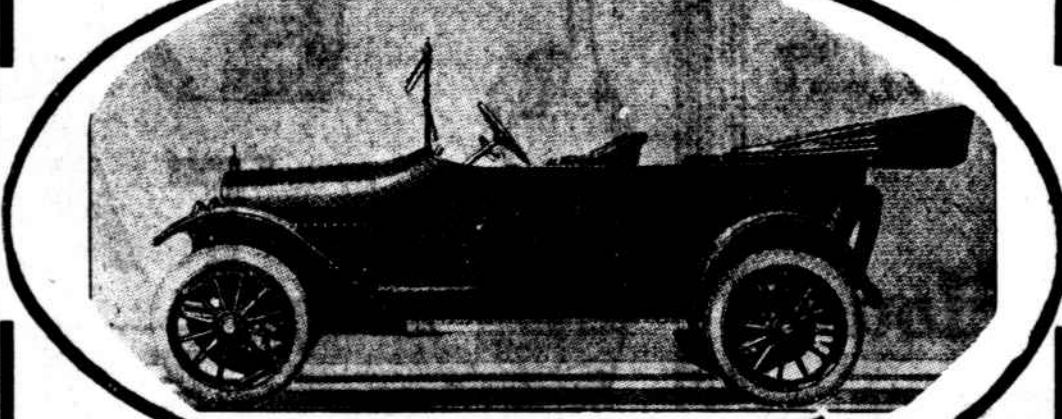
All of which can be proven to you.

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Do You Know of Any Other Car That Can Equal Them.

MRS. T. E. KINNEY	33.7 miles
FRED C. STEIN	34.1 "
W. H. TOWNSEND	33.6 "
W. L. GIFFORD	32.1 "
W. E. RUIT	32.0 "
J. A. HARRELL	31.6 "
W. E. RUIT	31.5 "
M. LAZAROW	31.1 "
S. SNOGDON	30.3 "
KEPPIE M. MOORE	29.4 "
EMIL WEST	29.3 "
W. E. BOWIE	29.0 "
C. M. NICKERSON	28.5 "
CAPT. BARNSHAW	28.3 "
P. FARLIN	28.0 "
B. B. WEST	27.5 "
J. M. SCHIAYONE	27.0 "
W. H. RANDOLPH	26.4 "
A. H. DADON	24.7 "
B. E. OLIVER	24.1 "
C. M. FREDERICKS	23.5 "
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This car is built around two ideals—Power and Beauty. It is the car with the "half-million-dollar motor," a motor that for smooth running and dependable power is not beaten in any other four-cylinder car at any price.

The Briscoe Company believes that it is possible to put as graceful lines, as beautiful a finish on a low-priced car as on the high-priced ones. They proved it in the car.

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Five-Passenger Touring . . . . . \$725  
Four-Passenger Roadster . . . . . \$725

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Prices (F. O. B. Detroit)

Five-Passenger Touring Car	\$1285	Two-Passenger Roadster	\$1225
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Year-Round Touring Car	1485	Year-Round Coupe	1470

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